

AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior version, and listings, of claims in the application:

Listing of Claims:

Claims 1-10 (canceled).

11. (New) A method of regulating brakes in a vehicle when driving off on a roadway having a first portion with a higher coefficient of friction than a second portion, comprising:

identifying that the vehicle is driving off on the roadway having a first portion with a higher coefficient of friction than a second portion; and

increasing the brake pressure on a driven wheel on the portion of the roadway having the higher coefficient of friction.

12. (New) The method as recited in Claim 11, wherein the brake pressure is increased by a constant value.

13. (New) The method as recited in Claim 11, further comprising:

decreasing the brake pressure on the driven wheel on the portion of the roadway having the higher coefficient of friction, subsequent to the increasing of the brake pressure on the driven wheel on the portion of the roadway having the higher coefficient of friction, wherein the degree of the decreasing of the brake pressure is a function of the degree of inclination of the roadway in the direction of the longitudinal axis of the vehicle.

14. (New) The method as recited in Claim 11, further comprising:

determining a time interval between an actuation of an accelerator to initiate the driving off and the beginning of movement of the vehicle; and

decreasing the brake pressure on the driven wheel on the portion of the roadway having the higher coefficient of friction, subsequent to the increasing of the brake pressure on the driven wheel on the portion of the roadway having the higher coefficient of friction, wherein the decreasing of the brake pressure is a function of the determined time interval.

15. (New) The method as recited in Claim 11, wherein the brake pressure on the driven

wheel on the portion of the roadway having the higher coefficient of friction is increased by a first constant value if a parking brake of the vehicle is not actuated by the driver, and wherein the brake pressure on the driven wheel on the portion of the roadway having the higher coefficient of friction is increased by a second constant value higher than the first constant value if the parking brake is actuated by the driver.

16. (New) A device for brake regulation in a vehicle when driving off on a roadway having a first portion with a higher coefficient of friction than a second portion, comprising:

a recognition unit for recognizing that the vehicle is driving off on the roadway having a first portion with a higher coefficient of friction than a second portion; and

a brake pressure increasing unit for increasing the brake pressure on a driven wheel on the portion of the roadway having the higher coefficient of friction once the recognition unit recognizes that the vehicle is driving off on the roadway having a first portion with higher coefficient of friction than a second portion.

17. (New) The device as recited in Claim 16, wherein the brake pressure increasing unit is configured to increase the brake pressure by a constant value.

18. (New) The device as recited in Claim 16, wherein the brake pressure increasing unit subsequently reduces the brake pressure on the driven wheel on the portion of the roadway having the higher coefficient of friction, depending on whether the roadway is inclined upward in the direction of the longitudinal axis of the vehicle.

19. (New) The device as recited in Claim 18, wherein a time interval between a driver actuating the vehicle's accelerator to initiate the driving off and the beginning of movement of the vehicle is determined, and wherein the subsequent reduction of the brake pressure is a function of the time interval determined.

20. (New) The device as recited in Claim 16, wherein the brake pressure is increased by a first constant value if the parking brake is not actuated by the driver, and wherein the brake pressure is additionally increased by a second constant value if the parking brake is actuated by the driver.